

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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ENGINE ROOM FLOODING & SINKING *

OF OSV *BONNIE G* NEAR *

Accident No.: DCA24FM001

ST. THOMAS IN THE U.S. VIRGIN *

ISLANDS ON OCTOBER 4, 2023 *

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* * * * *

Interview of: GASPAR MOSQUERA, Captain

OSV Bonnie G

via videoconference

Thursday,
October 5, 2023

APPEARANCES:

BART BARNUM, Investigator in Charge
National Transportation Safety Board

LT [REDACTED] [REDACTED] Investigator
United States Coast Guard

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I N T E R V I E W

(2:17 p.m.)

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2
3 MR. BARNUM: Okay, good afternoon. This is Bart Barnum with
4 the NTSB. This afternoon we're conducting an interview in
5 conjunction with the *Bonnie G* casualty that occurred in the early
6 morning hours of October 4th, 2023, south of Lindbergh Bay,
7 St. Thomas Island, U.S. Virgin Islands. Today we're speaking with
8 the master of the vessel. Sir, could you please state your name?

9 MR. MOSQUERA: My name is Gaspar Mosquera. Gaspar is spelled
10 J -- I mean, G-a-s-p-a-r. Mosquera, M-o-s-q-u-e-r-a.

11 MR. BARNUM: Thank you, Captain. And do we have your
12 permission to record this interview?

13 MR. MOSQUERA: Yes.

14 MR. BARNUM: Okay. It is approximately 2:17 Eastern Daylight
15 Time on October 5th, 2023. Also in the interview is, from the
16 U.S. Coast Guard -- Lieutenant, could you please state your name
17 and spell your last name?

18 LT [REDACTED] Absolutely. So it's Lieutenant [REDACTED]
19 that is [REDACTED]

20 MR. BARNUM: Thank you, sir.

INTERVIEW OF GASPAR MOSQUERA

21 BY MR. BARNUM:

22 Q. Okay, Captain, real quickly -- not real quickly, but in as
23 much detail as you think is necessary, can you maybe, before we
24 start getting into the accident, could you tell us a little bit
25

1 about your work experience and work history?

2 A. Well, I mean, I study and it was -- it is like a nautical
3 academy in Panama, it's called UMIP. I finished around 2011 and I
4 worked in bunker barges in Panama as office -- second officer,
5 then I made it to chief mate and I work around the Caribbean and
6 Panama, and after that, I came here, I started working as a chief
7 mate in *Norma H* boat and then eventually I made it as captain last
8 year in December.

9 Q. Okay. So December 2022 you started sailing captain on this
10 vessel, on the *Bonnie G*, or a different vessel?

11 A. On the *Bonnie G*, yes.

12 Q. Okay. Had you sailed on similar vessels to the *Bonnie G*
13 previously?

14 A. Huh?

15 Q. Had you sailed on a similar vessel as the *Bonnie G* before?

16 A. Before I did, also, on *Linda D*, but I wasn't captain, I was
17 chief mate. And before that, on the *Norma H*, too. That was the
18 one that used to make a round like *Bonnie G's* doing now around the
19 islands and Puerto Rico.

20 Q. Okay, okay. All right. Could you tell me a little bit about
21 the normal run of the -- and duties on the *Bonnie G*, what would
22 you -- what were your duties typically like and what was the
23 normal run like?

24 A. Okay. On a normal run it starts in like -- every Sunday in
25 Puerto Rico after we're finished loading on Friday and Saturday,

1 and we go Puerto Rico, we leave Puerto Rico around 9:00 p.m. and
2 then we arrive St. Thomas around 7:00 in the morning, we start
3 unloading and loading. Me, along with the chief mate, we --
4 usually, I'm the one who makes the last watch, I usually resting
5 during the first hours of the day and the chief mate is the one
6 who like check around the cargo and help a little bit with the
7 cargo for the loaders and AVs and he actually checking like
8 everything is secure and safe.

9 And me, then after like afternoon, I'm the one check around,
10 so making everything ready to leave the port around -- by 5:00, we
11 are usually all set and done, so we leave on Mondays, I mean, on
12 Tuesdays, around 1:00 a.m., we leave St. Thomas to go to St. Croix
13 and then again, the same thing.

14 We load, offload, offload and then we leave St. Croix around
15 5 o'clock and go to Tortola, we are at Tortola anything around
16 9:00 p.m. and leave -- maybe we take around 1 hour to 2 in Tortola
17 and then we go to St. Thomas again. And then again on Wednesday
18 we do the same thing in the morning. We unload, load, and then
19 Thursday we leave around 1:00 p.m. and arrive St. Croix 7 o'clock
20 and we do, again, the same thing and then we got to Tortola and
21 then we go San Juan.

22 Q. Okay.

23 A. We arrive Friday San Juan and we start again on Sunday, we
24 leave (indiscernible).

25 Q. Sure, understood. And how long is your normal rotation on

1 board? How long do you stay for one trip?

2 A. I mean, what -- like one trip or one, like, you mean like
3 when I go vacation or something?

4 Q. Yes, sir.

5 A. Well, the last time -- it may vary. I mean, last time, the
6 last notch (ph.), I think I made 9 months and this one I was
7 expecting to leave on December vacation, so -- so it can go every
8 -- like every 6 months, you are -- you are -- you can go home and
9 leave for a couple, a month or 3 months home and then you come
10 back, that's the expectation.

11 Q. Okay.

12 A. Expectation.

13 Q. When did you get on for this trip?

14 A. It was by the end of May, maybe last week of May.

15 Q. Okay, all right. All right, now -- thank you for the
16 background. I want to talk about the casualty.

17 A. Right.

18 Q. Maybe kind of bring me through, just in your own words and as
19 much detail as you can, maybe when the vessel left St. Croix and
20 kind of -- or whatever point you need to, but maybe a day or two
21 before up until the casualty and then the evacuation, please.

22 A. Like a day or two before, I mean, we had -- I mean, I had a
23 pretty rough morning because the wind was blowing hard in
24 St. Croix and I had very tricky maneuvers, I'd say I had very
25 tricky maneuvers. I made it, anyway, but on the first one I had

1 to try twice because the wind was blowing me and yeah, I had to
2 try twice but finally I did it and when we were leaving, the same
3 thing. I didn't try twice, but I had the sailors that made a very
4 good job and they released the ropes very fast so I could go put a
5 little bit more engine than I used to because it was pushing me to
6 the dock and to -- my starboard side, there was a tugboat, they're
7 usually there, so what I do usually, I just turn my bow a little
8 bit, I go forward, and then I make like -- I don't know how to
9 explain this in English.

10 LT [REDACTED] Like a split, one engine backwards --

11 MR. MOSQUERA: Yeah, and turn around and then I pass through
12 and -- but that day it was blowing me to the tugboat, to the
13 tugboat, so I needed to do a little bit more faster so I don't
14 enough time to just to be like sitting there and so the wind don't
15 blow me to the tugboat. So I did a little faster but, I mean, I
16 managed it but I notice, I mean, man, it was strong, the wind was
17 strong. So I did -- I would say the boat maneuvers were tricky.

18 And then -- but when I left -- okay. It wasn't that rough,
19 though, it was a pretty strong wind, but it wasn't rough and
20 actually, we have the wind from behind. And so we left St. Croix,
21 it was -- it wasn't that bad, the weather wasn't that bad. And
22 when we were arriving to Tortola, then it started to -- I guess
23 the system, the weather was like getting together and it started
24 to -- you know, it was stronger. And then, when we turn to
25 St. Thomas, it started like raining real hard and I was thinking

1 like, oh, I was to -- like to do the maneuvers to -- all right.
2 By that time, I was thinking like maybe I should go to anchorage
3 or something and wait until everything -- so what I was thinking,
4 maybe I will try, let me see, because sometimes it start raining
5 but by the time I'm in St. Thomas, usually, it's just -- it stop
6 raining, that's for a lot. So I was like okay, I will see what
7 happen, I will like make it to and try to see what happen.

8 So when we arrive to St. Thomas, it was blowing like real
9 strong and it was raining there, like I couldn't see, like, so I
10 try, you know, I turn around because we do the maneuver, like we
11 throw the anchor and then we turn backwards and we put around and
12 we secure everything, we put the ropes and we tie the anchor and
13 that's how it was supposed to go.

14 So I turn it around to get in the dock in St. Thomas, but --
15 and the boss was kind of like, like turn to the dock, where you
16 should dock, so I said I'm not, I'm not going to like risk the
17 boat and everybody. So I call the owner and like, hey, I got this
18 situation, I mean, I think we should anchor and he said yeah, you
19 go to anchor, I was about to call you and tell you why don't you
20 anchor and you wait for tomorrow, maybe. I say okay. And then
21 after that, we looked for the anchoring spot and we did anchor by
22 there, where you're supposed to anchor.

23 BY MR. BARNUM:

24 Q. Okay. A couple follow-ups on that before we get to the
25 casualty. The barge that was turned, was it -- why was it turned,

1 had some lines loosened or who was in charge of that barge, why
2 was that in your way?

3 A. I mean, I'm not in charge of the barge, but they usually tug,
4 like besides us, sometimes closer but this time was the wind
5 that's blowing them like to our side of the dock. I don't know if
6 you have like -- if you already have find out like how the dock
7 blew --

8 (Crosstalk)

9 BY MR. BARNUM:

10 Q. Yes, I've seen the position and the lieutenant sent me some
11 pictures, so I could see the barge, how it was shifted, but --

12 A. The wind was blowing, the wind was blowing so the barge was
13 like into our spot, like, and it was -- I mean, I have done -- I
14 have done like quite tricky maneuvers already and I've done it, I
15 mean, it's -- sometimes, you know, it's tricky, somebody has to do
16 it and, you know -- but this time I didn't risk it and that's
17 because the barge was there, I -- like it was very hard to see,
18 the wind was blowing really hard and I really didn't want to risk
19 it.

20 Q. Yeah, yeah.

21 A. So by the time I thought it would have been safer just to
22 drop the anchor for the night and everybody to have enough rest so
23 we could do it next day.

24 Q. Is there a tugboat or someone in the harbor there that
25 could've aided you in getting that barge moved or is that -- was

1 that ever considered?

2 A. Well, I didn't consider it myself, I didn't consider.

3 Q. Okay, that's fine. Yeah. The time --

4 (Crosstalk)

5 BY MR. BARNUM:

6 Q. No, no, no, I'm just -- just wondering. Again, I'm not
7 familiar with your operation, so this is good that you're filling
8 me in here.

9 A. Okay. Now that I have the time to think, I mean, and I'm not
10 under stress or anything, but by the time the tugboat call or
11 maybe I could've waited outside, I mean, now I'm not under any
12 stress or anything, I could think about it in a clear mind, but at
13 the time I just thought okay, I cannot make it right now because
14 it's windy and we dropped the anchor and I didn't thought, I
15 didn't thought of that, that the anchor will break.

16 Q. Sure. So I'm going to get to that in a second, but one more
17 follow-up in this point, had you ever anchored in that anchorage
18 before, like had you ever had to do a similar operation where you
19 have to go out and anchor a post going to the dock?

20 A. Not on that anchor and not that boat, as captain.

21 Q. Okay.

22 A. But as a chief mate, also I was like kind of -- they were
23 like kind of putting me, like testing me a little bit, but still
24 had the captain with me, I mean, he was the one who dropped the
25 anchor that time, but it was in the other anchorage on the other

1 side of the channel, on the other side of East Gregerie, you know,
2 outside there is an anchorage, too.

3 Q. Okay.

4 A. But I was familiar with it because every time -- well, most
5 likely every morning there's a -- there's an LBG, yes, sir,
6 outside there, so I was familiar with the anchorage position
7 there.

8 Q. Okay. Okay. And when you anchored, which anchor did you
9 use?

10 A. Left. I mean --

11 Q. Port anchor?

12 A. -- port side.

13 Q. Which anchor do you typically use when you're going along the
14 dock?

15 A. Same.

16 Q. Same anchor. Had there been any problems previous with that
17 anchor?

18 A. Never, no.

19 Q. How much anchor chain did you pay out when you anchored that
20 evening?

21 A. Well, maybe it was close to two, it was close to two shots.

22 Q. Two shots, okay. What was the water depth?

23 A. Maybe around -- maybe 7, 8 meters.

24 Q. Okay. And what was your draft, Captain?

25 A. Three meters.

1 Q. Three-meter draft, all right. And where was the weather
2 coming from? Kind of explain the weather to me, when you
3 anchored.

4 A. South. It was going from the south.

5 Q. Wind and waves or --

6 A. Huh?

7 Q. The wind and the waves, from the south?

8 A. Maybe like, yeah -- yeah, yeah, south.

9 Q. Okay.

10 A. So east, south -- low east. South.

11 Q. Okay. Was it coming, you know -- okay. The --

12 A. From the southeast.

13 Q. Southeast, really? Okay.

14 A. Yeah. So southeast.

15 Q. South. Okay, so if I'm looking -- I'll get to that in a
16 second. Okay. Had you had any -- so there was no issues with the
17 port anchor or the --

18 A. No.

19 Q. How about the starboard anchor, when was the last time you
20 used the starboard anchor?

21 A. I mean, that starboard anchor has a condition of -- I mean,
22 we use it like -- maybe like last, last year.

23 Q. You said there's a condition of class on it?

24 A. I mean, I was on vacation. I didn't use it on my working
25 period. Maybe, I don't know if the last captain did during my

1 vacation, I didn't use it.

2 Q. Were you aware of any issues with it, was it nonoperational?

3 A. Yes, I was -- which one, with the starboard?

4 Q. Yes, sir.

5 A. Yes, yes. There's a -- we have a condition of class that we
6 were expected to fix it in the dry dock.

7 Q. And I've seen some paperwork, that dry dock period had got
8 postponed. When was it --

9 A. Exactly.

10 Q. When were you supposed to be going to dry dock?

11 A. Well, it's been postponed, but by the end of September.

12 Q. And it's October now, so --

13 A. Exactly.

14 Q. So was there talk about being, you know --

15 A. Yeah, but -- yeah, but --

16 Q. -- past that date?

17 A. I'm sorry?

18 Q. You had a condition or an extension on your dry dock period
19 until the end of September.

20 A. Exactly.

21 Q. It being October now, was there conversations?

22 A. Yes, yes. I believe the owner was like -- they had to like
23 reserve the dry dock but it was busy already, I mean, we were
24 supposed to get in by the end of September, but something happened
25 with a boat that is on the dock already, so they have like -- we

1 would need to go like a couple of weeks when the spot get free for
2 us.

3 Q. Okay.

4 A. That's the arrangement we've been having with the dry dock.

5 LT [REDACTED] Which dry dock is that?

6 MR. MOSQUERA: I don't remember the name, but it's the one
7 here.

8 LT [REDACTED] It's the one here on St. Thomas, okay. Yeah, so
9 that's -- the dry dock has been known as Subbase.

10 MR. BARNUM: Thank you.

11 LT [REDACTED] Yeah, it's just the name of the dry dock.

12 MR. BARNUM: Okay.

13 BY MR. BARNUM:

14 Q. So it's safe to say you're familiar with using the port
15 anchor coming along the dock, but anchoring in an anchorage is not
16 a typical thing that you would be doing.

17 A. Yeah, I would say it's typical because every time, as I
18 explain it, we use the -- we drop the anchor and go back, I put a
19 wrap (ph.) on the dock, so every time when we go to St. Thomas,
20 when we go to Tortola --

21 Q. Right.

22 A. -- we use the anchor.

23 Q. Right, but you're not -- you're not having to anchor in an
24 anchorage, you're usually going to the dock.

25 A. Exactly, exactly.

1 Q. Okay, okay. We talked a little bit about the weather when
2 you got to the anchorage. What kind of winds were you
3 experiencing?

4 A. It was around 25 knots.

5 Q. How would they compare to weather that you typically see down
6 there, was this a normal storm or was it more severe than that?

7 A. No, I mean -- no, it wasn't normal at all. It wasn't normal,
8 it's not -- I mean, I've been around, around these times and I
9 mean, if we beginning to sail with this weather, we will done it,
10 I mean, we were already sailing, so that's the thing, we wouldn't
11 sail. If we had to get out of St. Thomas on that condition, we
12 will.

13 (Crosstalk)

14 MR. MOSQUERA: So --

15 MR. BARNUM: Go ahead, sir. Sorry to interrupt you.

16 MR. MOSQUERA: Yeah, no, what I'm saying is that, I mean,
17 it's not -- it wasn't like a usual condition that we need to like
18 anchor or anything and actually, when it's -- when we have rough
19 seas like that, we usually -- since we are a small boat, we don't
20 sail. But considering that we were having fair, acceptable
21 weather coming out from St. Croix, I mean, by the time we were out
22 from St. Croix, St. Thomas wasn't that bad and it wasn't like
23 forecasted as bad as it was.

24 Q. What kind of forecast are you looking at, how do you get your
25 weather on board?

1 A. I mean, we have a couple of apps, we got Windy and we also
2 have the NOAA website.

3 Q. Okay.

4 A. And so, I mean, yeah, that's how we do it.

5 Q. Are you looking on your cell phone or how are you getting --

6 A. Also we got NAV tags (ph.) and yeah, I also check it on my
7 cell phone.

8 Q. Okay.

9 A. Every time -- I mean, every time, I try to consider like
10 various ones, so --

11 Q. Sure.

12 A. Also, sometimes I call the owner because he have told me like
13 so there's a buoy in St. John that they -- that we also check, so
14 that's how we do it.

15 Q. Okay. Does the company have a specific go/no-go with regards
16 to the weather, if it's above --

17 A. Like no-go areas?

18 Q. No, if it's above a certain sea state, is there a policy the
19 company has that says you won't leave the dock if it's above this
20 sea state or this wind speed? Or is it your discretion?

21 A. No, I mean, usually when we going to have rough seas, I mean,
22 if I consider not going or -- I tell owner, I call owner and like
23 hey, we got seas this size, da-da-da, and we -- we decide. He
24 actually decides. But it's something that I call sometime, he
25 call me, like hey, Gaspar, you're going to have these type of

1 seas.

2 Q. Okay. All right. So you took us up to the point of when you
3 anchored. Assuming you were on the bridge at this time when you
4 anchored, can you kind of take us through the next steps up until
5 the decision was made to evacuate?

6 A. Sure. What else? Yes. When I decide not to go in the dock,
7 still, I mean, it was kind of hard to see everything inside the
8 docks, so I was like very careful coming out from -- through West
9 Gregerie Channel. So in that moment I already had in mind where
10 to, where to -- and of course, since I saw this boat every --
11 every time -- I mean, every time we come from San Juan, I see him
12 where he -- so where the other ship drop anchor. So I also check
13 the chart, I call the owner.

14 And so we -- I call him and also he told me the same place I
15 was expecting to anchor, which is Foxtrot anchorage, and I mean,
16 what I did, I came up through -- I left the green buoy on my
17 starboard side, so I went a little further and then I turned
18 around. And also, I was checking the charts first, the position
19 where I should anchor, so I put it in GPS and log in on the GPS so
20 I can have like a straight course to it. And then after that, I
21 put the bow to the wind and when we had like, kind of like 1 knot,
22 I slowed it down, I dropped the anchor, like, I drop like two
23 shackles and then I waited until the wind like kind of pushed me
24 back and that time I expect to go like maybe 1 knot or .8 knot and
25 then by the time I stop, it should come down to zero, eventually,

1 and then again come back to 0.5 and start to, I would say like in
2 English --

3 LT [REDACTED] Rotate the anchor --

4 (Crosstalk)

5 MR. MOSQUERA: On anchor. So usually, if -- then after --
6 when I noticed that the speeds come to like 0.5 and slow it down,
7 start to coming from 0 to 0.5, then I know that the anchor is
8 attached to the bottom. So after that, then I spoke to the chief
9 mate like, hey, we need to have some watches or we just have to
10 have the more experienced AV to make a watch until the morning and
11 ask specifically if the -- like what to do, like when to call me,
12 what he should know where he need to call me and I told him hey,
13 whenever you see any speed like coming in like, maybe like 0.8 to
14 1 knot and start like maybe increasing or is steady in 1 knot or
15 0.8 and it's steady, like it doesn't go back to zero at any time
16 and you see that this circle here that I'm marking on the radar is
17 coming to shore, then you call me.

18 So then after -- so there, after -- this is what you need to
19 do. And then I went to rest. After like, maybe after 1 hour or
20 something, we heard like a strong noise on the chain and we
21 thought like okay, I came -- I went -- I wasn't sleeping at all
22 because the boat was like moving a lot and I couldn't sleep, so I
23 just was laid on the bed and then when I heard the noise on the
24 anchor, I came upstairs. But I check the radar and speeds, as I
25 explain before, it was -- it was like coming to zero, 0.5, so --

1 and I circled around left in the radar for security, it was
2 normal, still not touching any ground or -- so okay, maybe it's
3 just the anchor chain hit the bow or something, so I went again to
4 -- after -- and even I wasn't sleeping, I couldn't sleep. So then
5 he came like after an hour, knocked on the door, I think we're
6 dragging the anchor, and then I came upstairs and I saw that we're
7 having like 1 knot speed, 1.2 speed, and the circle was coming to
8 -- to ground. And then I'm going okay, yes, we are dragging the
9 anchor, I mean maybe dragging the anchor, but it seems like it
10 wasn't dragging, the anchor was actually busted.

11 MR. BARNUM: Right.

12 MR. MOSQUERA: So what I did, I was -- when I came up, I told
13 the chief engineer to start the engine but it seemed like it was,
14 it was already started, so I started like -- I really don't know
15 what I did, I think I went forward, but I didn't see any -- any
16 like, any change of speed, and so I try like a little bit harder
17 so I could turn around and -- to find out, like -- no, I'm sorry,
18 I'm -- I skipped the one part.

19 When I went to the bridge, I still was thinking that we got
20 -- that we have like the anchor and we were dragging the anchor,
21 so what I was trying to do was face the wind and so I started to
22 turning around, facing the wind, and I started to go forward, when
23 -- and then I called the guy in the bow, like hey, how's the
24 anchors calling, he told me okay, we got -- before he was calling
25 like 9 or 10, then I turned around, it was a 12 and we lose -- it

1 was a skip (ph.), so I told him okay, can you pull up the anchor
2 and then we started pulling up the anchor. And then he told me
3 like, Gaspar, no anchor, we got no anchor. And then I started
4 like to try to go forward or -- and then, like, it seems like we
5 hitting something in the middle and I told him like, hey, did we
6 hit something and he said yes. I said like fuck, okay, what is
7 it? He's like, rocks.

8 So he turn -- then the AV that was downstairs, he was trying
9 to guide me to move the -- to move the aft outside the -- of the
10 rock and I was trying to, you know, like, with a -- with a rudder,
11 with a rudder this side so we could move it around, maybe we could
12 take off of it, bring the boat up out of it but we couldn't and it
13 wasn't moving around, it was a bang, bang, then it started to hit
14 harder and harder and harder. Then we're not -- finally couldn't
15 do anything.

16 I called the owner, like hey, we lost the anchor, it seems
17 like we hit something and also by that time, before calling him, I
18 told him like hey, see the engine room to see if we have any water
19 on it and they went downstairs and we had water in the engine
20 room, so I say okay, I don't want anybody here, we need to
21 abandon. And also I call the owner, I tell him hey, we are
22 abandoning the ship and then we started to put down -- everybody
23 got their life jackets and their stuff and everything, like -- and
24 everybody got their own like things they need to carry. And so
25 then after that, we started to put down the rescue boat and the

1 life raft and everything else, moving everybody in the life raft
2 and the rescue boat and -- before that, I call the customer, of
3 course, before bringing everybody down and then when we finally --
4 I mean, in between we were putting everybody down, I was talking
5 to Coast Guard, giving all the information, they were asking where
6 are you at, provide a phone number, everything. So that was it.

7 BY MR. BARNUM:

8 Q. So are you talking to the Coast Guard on Channel 16?

9 A. Yes.

10 Q. Okay. Did you ring the abandon ship alarm or was it more of
11 a --

12 A. Yeah, I did.

13 Q. You did.

14 A. I did.

15 Q. Okay. Did you activate the vessel's EPIRB? Do you have an
16 EPIRB on board?

17 A. No.

18 Q. I don't know if you're required to have --

19 A. I didn't.

20 Q. You didn't.

21 A. I didn't. I took the SART and I active the SART.

22 Q. Okay, all right. And then you launched a life raft and your
23 rescue boat, is that correct?

24 A. Both life raft, both life raft.

25 Q. Okay, both life raft.

1 A. And the rescue boat, yeah.

2 Q. Okay. Was there personnel, was there crew in both or all
3 three vessels or only two?

4 A. All three vessels?

5 Q. You said --

6 LT [REDACTED] On the rescue boat, the two life --

7 MR. MOSQUERA: Yeah, we put -- we got enough room for two
8 people, anyway, we had like five, five, and two on the rescue
9 boat. In our mind, we were doing okay. If Coast Guard takes too
10 long with my -- go into the shore, pull in a -- pull in the --

11 MR. BARNUM: Yeah.

12 MR. MOSQUERA: -- the life rafts, go ahead. It seems like
13 the boat wasn't strong enough for both life rafts and there was
14 going like pretty slow, and I mean, I was trying to put pressure
15 on the Coast Guard to come to save us.

16 MR. BARNUM: Sure, yeah.

17 MR. MOSQUERA: Um-hum.

18 BY MR. BARNUM:

19 Q. Yeah, pretty scary situation. Well, thank you for that. I
20 do have a couple follow-ups here. Are you good to keep going or
21 do you want a break?

22 A. No, you can keep going.

23 Q. Okay. Yeah, you're doing great, thank you. You mentioned
24 you contacted the chief to get the engines running during this
25 ordeal and then you said they were already on. Is there --

1 A. Yeah.

2 Q. Can you kind of explain that a little bit, was there -- did
3 you request that they stay on or is that normal --

4 A. No, I didn't request them. I guess he, since the weather was
5 rough, he just like -- he left it on standby.

6 Q. Okay.

7 A. I mean, what I thought it was like -- it was a good idea.

8 Q. Okay.

9 A. I thought like it was good to him to think about it.

10 Q. Okay.

11 A. And maybe we would've waited longer because his -- you know,
12 I was just -- even though I wasn't sleeping, but I was like --
13 when the guy called me, like hey, we might be dragging. I was
14 like okay and I just try to -- no, I didn't try -- the first thing
15 I did, call the engineer, tell him to stop, I mean, to start where
16 we're at, he sent a guy back and so it's already started and then
17 I -- oh, it's --

18 Q. I know times can be convoluted and confused in this instance.
19 I have a track line of your vessel I want to share at my screen,
20 it might help you kind of remember some of the times. I'm going
21 to bring it up now. Tell me when -- Captain, when you can see my
22 screen.

23 A. I can see.

24 Q. Okay. So the blue is the track line of the *Bonnie G* and I'm
25 just stepping back and here, it's 04:17 UTC, so it's about 20

1 minutes after midnight.

2 A. Okay.

3 Q. It shows the vessel --

4 A. Yeah, around --

5 Q. -- coming into the anchorage, does that kind of jive?

6 A. Around 12:30 we dropped anchor, yeah.

7 Q. Okay, so 12:30 dropped anchor, I'm just going to write that
8 down so I remember it.

9 A. Yeah, around 12:30.

10 Q. All right. And then you were saying that you were kind of,
11 you know, paying out, backing the ship, and would it be safe to
12 say the weather was coming out of, kind of, in this direction
13 towards you here?

14 A. Yeah.

15 Q. Okay, so kind of out of the southwest here?

16 A. No, it's west, it's west, yeah.

17 Q. Okay, southwest. All right.

18 A. Yeah, yeah, yeah. I was wrong. I'm sorry.

19 Q. It's okay, because I need the graphical depiction, as well,
20 to help me remember. So here, you know, it kind of has you moving
21 a little west, your heading --

22 A. Yeah.

23 Q. -- is west, what -- what are you doing here? Are you setting
24 the anchor or --

25 A. Okay.

- 1 Q. So here it says your speed is zero and you're heading --
- 2 A. Yeah, okay.
- 3 Q. -- west.
- 4 A. Okay. I'm pretty sure, but like go back.
- 5 Q. Yeah.
- 6 A. Go back. Maybe there -- no, no. Back, back. No, I mean
- 7 forward, yeah. There, like, maybe I slow it down.
- 8 Q. This would be about 15, 20 minutes after you said you dropped
- 9 anchor.
- 10 A. Oh.
- 11 Q. This would be 12:50.
- 12 A. Twelve, no, maybe that -- maybe the guy was already on watch.
- 13 Q. When would you say you left the bridge? If you dropped
- 14 anchor at 12:30.
- 15 A. Maybe like -- like 10 minutes after.
- 16 Q. Okay. So are you saying you dropped the anchor at 12:30 or
- 17 the anchor was set at 12:30, because it takes some time to pay it
- 18 out and back down on it. You're saying you dropped it at 12:30
- 19 and then 10 minutes --
- 20 A. Yeah.
- 21 Q. -- to back down on it and then you left?
- 22 A. Yeah, maybe, maybe 5 minutes.
- 23 Q. Okay.
- 24 A. Maybe. I mean, I'm --
- 25 Q. Yeah. Okay.

1 A. Maybe 5 minutes and then I took another 5 to 10 minutes to
2 look for the guy, explain to him what to do.

3 Q. Okay. Okay. So by 12:45 or so you're probably off the
4 bridge.

5 A. Yeah.

6 Q. Okay. And your anchor watch or your anchor circle, is that
7 something you had like -- like, did you set up like a 2-mile
8 radius or diameter around your vessel?

9 A. No, I'd say around, like five cables, like half a mile.

10 Q. Half a mile circle around your position, okay.

11 A. Yeah.

12 Q. Thank you for that. And you did that on your radar or your
13 ECDIS?

14 A. On the radar.

15 Q. Do you have an ECDIS?

16 A. Have I what?

17 LT [REDACTED] An ECDIS.

18 MR. MOSQUERA: No.

19 LT [REDACTED] No.

20 BY MR. BARNUM:

21 Q. No, you do not?

22 A. No.

23 Q. Okay. Now, will that radar give you an alarm if the vessel
24 drifts outside that half mile or is that something that you have
25 to notice visually?

1 A. I just -- yeah, I just -- I mean, I just use the VRM on the
2 radar and set it. I didn't -- we did not fix any alarm on it, I
3 just turn around, like any -- if it comes to ground, you call me.

4 Q. Okay.

5 A. I don't know.

6 Q. All right. So I'm just going to -- I'm going to keep moving
7 this forward a little. You're off the bridge, so --

8 A. Yeah.

9 Q. Do you remember your heading when you left the bridge because
10 if the weather is coming out of the southwest here, it shows that
11 your heading is -- you know, at this point it's facing almost in
12 the opposite direction, it's facing north.

13 A. Yeah, okay.

14 Q. I mean, is there an explanation there, your bow is pointed --

15 A. Usually, usually when you drop anchor, it just like -- you
16 could like just turn around and eventually it gets the bow to the
17 wind.

18 Q. Right.

19 A. It doesn't need to happen like, like right away, but I mean,
20 sometimes when you drop anchor, it start like -- it could maybe
21 turn around and -- until eventually face the wind.

22 Q. Okay, so he is -- he has propulsion, then, was he
23 manipulating the throttles while he was on watch?

24 A. No, no.

25 Q. Okay, because here we're showing about what, an hour and a

1 half after you set the anchor.

2 A. Uh-huh.

3 Q. So you're down in your cabin at this point, an hour and a
4 half after you set the anchor and the vessel is -- its heading is
5 due -- is in complete opposite direction of the --

6 A. Exactly.

7 Q. So why is that? If he's not using his motor, you'd expect
8 the bow to be driving --

9 A. Something went wrong, but I mean, I don't -- I didn't have
10 anything, I don't think he -- he would like start the engine or --
11 or like manipulate the engines, no.

12 Q. Okay. But you're saying the engines were -- the chief had
13 the engines on at this point?

14 A. I mean, the engine was started when I came back to the
15 bridge.

16 Q. Okay, but how about when you went to bed, did the chief --
17 was the chief down there when you went to your cabin, was the
18 engines on then?

19 A. Maybe.

20 Q. Okay.

21 A. Maybe it was.

22 Q. All right, I'm just going to kind of move it along here.

23 So --

24 A. Yeah.

25 Q. -- it's showing, the vessel's kind of in the same area and

1 then right around, right at this point, right around, I guess 0200
2 local time --

3 A. Okay.

4 Q. -- does that -- it's showing -- the vessel starts to make way
5 in the -- to the northeast here. Each click is 5 minutes,
6 Captain, so that's 10, 20 -- 15, 20, 25 minutes. And then you're
7 in this area and --

8 A. Okay.

9 Q. So right around 2:20 in the morning it looks like the vessel
10 changes heading and I don't know, does that time kind of
11 correspond to when you got up there and tried to figure out what's
12 going on? It looked like you motored in this direction where you
13 eventually grounded.

14 A. Okay.

15 Q. Is that time -- do you remember what time you got up on the
16 bridge?

17 A. Yeah, I could be -- it could be.

18 Q. Okay. And then kind of --

19 A. It could be, it could be by the time I went to the bridge
20 that we were trying to move, but --

21 Q. Kind of just shows you're grounded here. Basically, what I'm
22 asking, Captain, is what is this -- so this clearly is the
23 vessel --

24 (Crosstalk)

25 MR. MOSQUERA: Okay. Yeah, I may have an idea what happened

1 there. Can you go back?

2 BY MR. BARNUM:

3 Q. Yeah. In this way? So, you know, without dissecting it too
4 much, clearly here it shows the vessel changing heading, speed,
5 and direction, so something happened at this point here, Captain,
6 with -- I'm just trying to determine --

7 A. Okay.

8 Q. -- is that the -- is that when, potentially, you got on the
9 throttles and tried to --

10 A. Yeah. Maybe to turn it around to --

11 Q. Okay.

12 A. -- to get away from the land and --

13 Q. Okay.

14 A. Yeah.

15 Q. And so what are you using for navigation on the bridge as far
16 as positioning? Do you have like an electronic chart?

17 A. No, I have radar. I have the radar and a chart.

18 Q. A paper chart?

19 A. Yeah.

20 Q. Okay, so this rock here would've been on your paper chart,
21 but other than visually being able to look at it, the
22 instrumentation you had, you had no other indication that it was
23 there?

24 A. No, other than the radar and the paper chart.

25 Q. Okay.

1 A. I mean, just -- by that moment, I was -- I was trying to get
2 away from --

3 Q. Sure.

4 A. -- from land.

5 Q. Right.

6 LT [REDACTED] [REDACTED]
[REDACTED]

8 MR. BARNUM: Understood.

9 MR. MOSQUERA: But by that time I was -- I was trying to get
10 away from land and --

11 BY MR. BARNUM:

12 Q. Okay. Okay. No, thank you for that. I had one more
13 question on this while I had it up, Captain. The blue is your
14 track line.

15 A. Okay.

16 Q. I just -- this was, I think, the day before, prior.

17 A. Yeah.

18 Q. It shows you guys leaving St. Croix and then kind of coming
19 out here in no man's land and -- let's see if we can clean it up
20 for us. Yeah, this little -- you cross the boundary line here and
21 turn around.

22 A. Exactly.

23 Q. You're not actually going to the port or dock, right, you're
24 just kind of clearing --

25 A. Exactly.

1 Q. -- clearing customs there?

2 A. Exactly.

3 Q. Okay. And what did you call that, going to -- what is that?
4 What is that called?

5 A. We just were clear, to be able to clear customs --

6 Q. Yeah.

7 A. -- we need to touch Tortola water.

8 Q. Tortola water, thank you, sir. Okay, understood. All right.

9 A. Or BVI waters. I mean, it's --

10 MR. BARNUM: Got you. Okay. All right. Let me think.

11 Okay, I think I'm going to stop sharing my screen unless you had a
12 question on the vessel.

13 LT [REDACTED] No, I just wanted to kind of re-circle back,
14 just at -- did we get to a conclusion about the pivot that
15 happened, where the course was changed?

16 MR. BARNUM: Yeah, Lieutenant [REDACTED] please go ahead. It's
17 a good kind of transition point. Yeah, if you want to ask some
18 questions of the captain, please do. I can leave this up, share
19 my screen if you have a specific question here.

20 BY LT [REDACTED]

21 Q. Yeah, I just really -- because right there where we were
22 looking at it where you were near the rock and you changed the
23 course, I think that's around the time where I had to walk out, so
24 I just kind of wanted to go back to that so I can hear. So what
25 was the reason for that course change?

1 A. Can you go back there?

2 Q. Yeah. Yeah, like this.

3 A. I mean, here I just change -- can you go back like maybe
4 here? I guess we were going maybe this way.

5 Q. Got it. Try and go back in the timeline a couple of clicks.
6 Yeah, right around there.

7 A. Yes. On that, I was going like, to -- maybe the anchor was
8 busted already and we were going to land. So what I was trying to
9 do is turn it so I could go again and face the wind, so in my
10 head, maybe pull up the anchor.

11 Q. Um-hum.

12 A. I mean, I really don't like remember. Well, I can't say if
13 we already pulled the anchor, I mean, had broken the anchor there
14 or what, but I was actually trying to turn it around to face the
15 wind so we can leave.

16 MR. BARNUM: Okay.

17 LT [REDACTED] And then --

18 MR. BARNUM: Go ahead. Sorry, I don't -- yeah, please go
19 ahead, Lieutenant.

20 BY LT [REDACTED]

21 Q. But you said that you were trying to turn it so that you were
22 facing the wind in order to raise the anchor, right?

23 A. Yes.

24 Q. So if that's the case, then by the time you got the
25 opportunity to turn the vessel to face the wind, it would've been

1 next -- can you click it forward two times, yeah, so it would've
2 been right around here is where you had the opportunity to
3 actually change the heading of the vessel, right?

4 A. Yeah.

5 Q. Okay. And then how long -- and by the time you got on the
6 bridge, how long until you had the opportunity to change the
7 course?

8 A. Maybe like 5 -- just it's like 5 minutes later, when I
9 noticed that we actually had engine in the bridge, then I started
10 to maneuver.

11 Q. Okay. So I just wanted to make sure that I -- that I'm
12 understanding correctly. So the crew member woke you up, you went
13 up to the bridge and you confirmed that yes, it looks like we're
14 dragging, and then that's when you called the engineer to see if
15 the engines were --

16 A. Yeah.

17 Q. -- could be turned on and they said hey, we're running and
18 then at that point, that's when you had the opportunity to
19 actually change the course?

20 A. Yeah.

21 LT [REDACTED] Okay.

22 MR. BARNUM: How did --

23 LT [REDACTED] And then --

24 BY MR. BARNUM:

25 Q. How did the crew member wake you up?

1 A. Knocking my door.

2 Q. So at that point there's no one on the bridge?

3 A. Exactly.

4 Q. Okay.

5 A. He just came down fast and, I mean, it's just like -- it's
6 one step.

7 Q. Is he a credentialed mariner, does he have a license?

8 A. Yes, he is. Yes, he is.

9 Q. Who was that?

10 A. Arturo.

11 Q. What's his position on board?

12 A. AV.

13 Q. But he has a mate's license? Or just an AV credential?

14 A. AV license, yes.

15 Q. But he wasn't a licensed deck officer.

16 A. No, he's not.

17 Q. What is your complement of licensed officers on board?
18 Yourself --

19 A. No, my -- I mean, I have a captain license, then the chief
20 mate and AVs.

21 Q. Okay, so just the two officers.

22 A. Yeah.

23 Q. All right. And one question, I know you said you were trying
24 to -- at any point, where were you going to go next? You said you
25 were motoring towards shore or where -- where was your --

1 A. No, no. I mean, in my mind, I was trying to like as soon as
2 we would be anchored, I was like, in my head I was okay, I will go
3 to -- I mean, to the west and navigate a little bit to see, call
4 the owner, like what -- what we do, like is -- I'm not able to --

5 Q. Right.

6 A. That's what I was -- that's what I was -- I thought I was
7 about to do after that.

8 Q. Okay.

9 A. It was like the situation that, you know, every time you do a
10 maneuver, you have like two or three steps forward. But when they
11 told me, like, anchor's busted, then I'm like I didn't expect it
12 at all. So I was kind of on the chart, I didn't -- so I tried to
13 moderate the best I could to get away from shore and in my head, I
14 was -- after that I will turn around, go to the west because, I
15 mean, if you go like on a straight line up to -- like going to San
16 Juan, you have like 1 hour of like navigating with -- free of any
17 island or anything, so I could like call, I thought maybe we would
18 go to San Juan.

19 Q. Um-hum.

20 A. That's what I was thinking.

21 Q. We showed this representation of your vessel's track, it
22 shows the -- your vessel with the weather pushing it. Would you
23 expect the bow to be into the wind if you were drifting or was
24 this -- could you explain the -- you know.

25 A. Well, when the anchor bust, I don't think that -- because the

1 wind, it won't get as strong in the -- in the aft or something, so
2 let's say -- let's say here's the bow --

3 Q. Yes.

4 A. -- and the wind hits -- I mean, it won't, it won't -- like,
5 if the wind hits like this and we don't have any anchor, the wind
6 won't -- I mean, the boat won't keep this --

7 Q. Okay. Kind of spin you around.

8 A. Because the wind will hit this down like here and then turn
9 around and then hit here and then maybe hit this side, but the
10 bow, it will be like the wind can pass overhead and will make like
11 traction over the boat. So I mean, he can move like around, not
12 like specifically like when you anchor. Since, when you anchor,
13 you drop the anchor and if you got a wind away from this way, you
14 will keep it usually this way, but if it doesn't got an anchor, it
15 could just move free.

16 Q. Okay. When you set the anchor and then went to bed, did you
17 have any concerns or what kind of -- about dragging anchor or was
18 there any underlying --

19 A. Yeah, I mean, I wasn't expecting it to happen, but I thought
20 maybe it could drag. I mean, I wasn't -- I wasn't expecting it,
21 like it would happen, but I was like okay, maybe. If it drags,
22 maybe that was also the reason that I couldn't sleep, so --

23 Q. Right. Yeah. When they picked up the anchor, did they
24 notice where it was broken? How many -- you said you paid out two
25 shots, how much did they pick up?

1 A. No, I checked it today and maybe it was on the first shackle.
2 Or by the end. I'm sure it was at by the end of it or one
3 shackle --

4 Q. Okay.

5 A. -- because I could see one, one -- one, one mark.

6 Q. When was the last time that chain was looked at, is there
7 maintenance conducted on that anchor chain?

8 A. I mean, usually, we take all -- I mean, usually we don't drop
9 more than one shackle because you like -- wherever we go it's
10 like, just like 5 meters, so we just -- and I don't like to throw
11 too much anchor, but because whenever we have like very windy
12 weather, it can push me to the other boats and I need to go slow
13 and if the wind is pushing me, but if I take too long, like
14 heaving up the anchor, it may push me to the other boat. So every
15 time I anchor, I try, I just anchor when I have like 20 feet to
16 the dock, so pretty close. So I don't drop too much anchor. So
17 when we do like anchor maintenance, it's dry dock where we take
18 out all the anchor, paint again the marks --

19 Q. Um-hum.

20 A. -- and everything.

21 Q. And when was the last time that you were in dry dock, that
22 vessel?

23 A. I mean, before we bring it out from Florida, because I mean,
24 the owner bought it in Florida and bring it to -- bring it to
25 here, so it was in dry dock over there.

1 Q. Okay. How long ago was that, do you remember?

2 A. Maybe 2 years, maybe.

3 Q. Okay. And just for my recollection, you think it broke, the
4 anchor chain broke within that first shot from the anchor to the
5 first shackle or on the second?

6 A. I can't say.

7 Q. Okay.

8 A. Maybe it was -- maybe it was -- I mean, obviously it's like
9 -- maybe it still had one shackle on the -- I'm not sure.

10 Q. That's okay.

11 A. Maybe one --

12 Q. If you're not sure, that's fine.

13 A. -- shackle or it's just the anchor.

14 Q. Okay.

15 A. Yeah, I really can't tell.

16 Q. Okay.

17 A. There's no way, I can't tell.

18 Q. What was the visibility, do you remember? And granted, it
19 was dark, but was there -- is there any -- was the moon out, did
20 you see any?

21 A. I could barely see like, like one to ten, I could see like
22 two or three.

23 Q. Oh, okay. And then one last thought here before I pass it
24 off, is -- how about the propulsion, vessel propulsion, was there
25 any issues --

1 A. Yes.

2 Q. -- anything down for maintenance or what?

3 A. No, like -- like you mean like any issue on the engine
4 before-wards?

5 Q. Yes, sir.

6 A. No.

7 Q. No problems?

8 A. But when I was like trying to get out of there, I lost one
9 engine. I don't know, I really can't remember now if it's -- if
10 it was before or after I hit. Maybe the engine, when I was trying
11 to turn around, it touched something because maybe it didn't touch
12 a rock as much, too, but maybe something else and I lost the one
13 engine. And then I try, with the other one, I try forward, I try
14 back and I wasn't moving. And that's -- first, I lost one
15 engine --

16 Q. Okay.

17 A. -- and I wasn't moving, no revolution, anything.

18 Q. Was it the port engine or the starboard?

19 A. Was the port engine.

20 Q. That you lost. Do you have a bow thruster, Captain?

21 A. I don't have bow thruster.

22 Q. No bow thruster, okay. And two engines. Is it a
23 controllable pitch propeller or is it fixed pitch?

24 A. It's fixed pitch.

25 Q. So to reverse it, you have to reverse the engine?

1 A. Yes, that's correct.

2 MR. BARNUM: Okay. All right. That's all the questions I
3 have right now, I'm going to look over my notes, I might have a
4 couple more, but Lieutenant [REDACTED] do you have any follow-ups
5 for the captain?

6 BY LT [REDACTED]

7 Q. Yeah, just a couple of questions about when you sent the
8 individuals down to retrieve the anchor, the individual said, that
9 said that you had lost it. Could you walk me through when did you
10 instruct that person to go down and check the anchor? Like where
11 in the timeline was that?

12 A. Like the hour?

13 Q. No, just like -- because you said you went up to the bridge
14 and then once you're up on the bridge at what point did you call
15 for somebody to go to the anchor?

16 A. Just like right away because when I went to the bridge, okay,
17 this is what happened. I went to the bridge, the guy told me
18 okay, we -- we might be dragging the anchor and I looked at the
19 speed and we were getting close to the ground and I said yes, we
20 are -- we are dragging the anchor. Then I call the guy right
21 away, he came like fast, 2 minutes, he just came in, okay, I asked
22 him what's the tension on the anchor chain, he said we got
23 tension. You know, I really don't remember if it was stiff, like
24 real stiff, or he had some -- some tension, I think it was like
25 some tension. So I said where's the tension, like I don't know if

1 it was like at 9 o'clock or 10 o'clock. Maybe 10 o'clock. So I
2 started to move towards the anchor and then -- and go, went
3 forward.

4 Q. Um-hum.

5 A. And then when we lose tension, then -- no. When I turned
6 around, facing the wind, he told me like yeah, like, we lost
7 tension and then I say okay, heave up. And then when he started
8 to heave up, after a while, no anchor.

9 Q. Got you. And then when he was heaving up, where did you have
10 the throttles at that point, were they -- were they going forward?

11 A. When I was heaving up, of course, I was forward, because I
12 was trying to go forward since -- since I expected the anchor
13 chain was here.

14 Q. Um-hum.

15 A. The maneuver is supposed to be done, you put, you know, the
16 bow into the anchor chain and so the winch doesn't use too much.

17 Q. Yeah, that relieves some of the tension.

18 A. Exactly.

19 Q. Yeah.

20 A. So I try that and then we started to retrieve and he said no
21 anchor.

22 Q. Got you. And then once he said no anchor, did you push up on
23 the throttles or did you try to maneuver the vessel --

24 A. After I maneuver it to turn around, trying to face the
25 west --

1 Q. Got you.

2 A. -- so we could -- that was in my mind, like, so I can just
3 put automatic and call the owner so we can talk. I mean, right
4 there close to line, I cannot do anything, so I was figuring okay,
5 after I secure everything I'll put the boat heading west and I'll
6 call the owner to see what we do after this.

7 Q. Um-hum.

8 A. And I don't think, I don't think we will go to -- maybe -- I
9 mean, I didn't know. I can't speculate and I can't make
10 expectation for this.

11 Q. And then when you first came up on the bridge and you were
12 seeing that you were dragging, did you have an opportunity to get
13 an idea as to where your position was in relation to the
14 anchorage?

15 A. I had -- yeah, I saw the green buoy and I have like, I know
16 like there was the airport, airport, and I had the green buoy
17 there and the airport there, so --

18 Q. Got you. So you were able to see the green buoy and the
19 airport?

20 A. The green buoy here.

21 Q. Oh, I'm sorry, I pointed the wrong way.

22 A. Yeah, the airport there.

23 Q. Okay.

24 A. I was like trying to turn around.

25 Q. Okay. All right. And then let's see. And then when you got

1 the customs clearing paperwork from Tortola, is that electronic?

2 A. Yeah.

3 Q. Okay.

4 A. Electronic.

5 Q. Yeah, I would -- I just wanted to get a copy of that, if
6 possible, just so that we can have that.

7 A. Okay. I got it on the phone, I left the phone but I have a
8 computer.

9 Q. Okay.

10 A. Only way I can get it. And if I don't have it, I mean, they
11 would send it.

12 Q. That's not a problem and then --

13 A. Or we could get it from Tortola.

14 Q. And then you said that you're -- it's only one step down for
15 the individual to come knock on your door, so it's just like a
16 little -- just right at the bottom of one stairwell?

17 A. Yeah.

18 Q. Okay. I just wanted to make sure we got that. We talked
19 about that. And that. Oh, does your vessel have a vessel data
20 recorder, a VDR on it?

21 A. No, it's not mandatory for us.

22 Q. Okay. So you don't have one, all right. Any recording at
23 all on the bridge like audible instruments?

24 A. No.

25 LT [REDACTED] Okay. I think that covered all the ones that I

1 wanted to get, we kind of hit a lot of the different questions
2 when you were walking us through it earlier.

3 BY MR. BARNUM:

4 Q. Captain, while I still have this up, what was going on here
5 when you -- you sailed out there to the west?

6 A. Yeah. I was trying to -- I mean, since the going to the west
7 was the safest way, I mean, safest way in that point, in that
8 point, I was trying to look on the chart, like which -- what was
9 the position for the anchorage.

10 Q. Right.

11 A. So I was like moving left, just with automatic, just to have
12 enough time to find out the position on the anchorage so I could
13 put it on the GPS and --

14 Q. Okay.

15 A. -- that's what I was doing.

16 Q. Okay. Do you typically operate at night?

17 A. Not that much. I mean, night, I just coming from Tortola to
18 St. Thomas and coming to Tortola, coming from Tortola to
19 St. Thomas and getting out from Tortola, maybe running for
20 Tortola. So, I mean, even though it's like -- it's not always,
21 but sometimes, yes.

22 Q. So you're saying when you leave St. Croix and you're going up
23 to Tortola?

24 A. Maybe around 7:00 p.m., that's night, yeah.

25 Q. Okay. All right. Yeah, I'm just looking at the -- this is

- 1 on the 3rd, yeah, this is at night and it shows you coming in
2 around, what, 10 -- 10, 11 o'clock at night, you come into --
3 typically come into St. Thomas?
- 4 A. Maybe later, but yeah.
- 5 Q. Okay. So you're docking during the nighttime hours there,
6 typically, then you come back.
- 7 A. Yeah, yeah.
- 8 Q. Okay.
- 9 A. I mean, yeah, but not with that wind and rain.
- 10 Q. Okay. So when you're coming in here, how are you navigating
11 if you don't have an electronic chart?
- 12 A. I use the radar.
- 13 Q. Use the radar and visual, looking at the buoys.
- 14 A. Exactly.
- 15 Q. Okay. Sir, my last question was about that starboard anchor,
16 that condition of class, what was wrong with the starboard anchor?
- 17 A. It's like somehow something -- like it's not able to -- I
18 would say like the -- I don't know how to explain this in English.
19 You know, the winch --
- 20 Q. Um-hum.
- 21 A. -- it doesn't -- somehow it moved and you are not able to --
- 22 Q. Engage it?
- 23 A. Engage it.
- 24 Q. Okay.
- 25 A. It's kind of like this.

1 Q. Oh, it's misaligned somehow?

2 A. Yeah.

3 Q. How long has it been --

4 A. You cannot do it our self. Huh?

5 Q. How long has it been like that?

6 A. I don't know. We got a paper and we got a -- if I tell you a
7 date, it wasn't on -- when it happened, it wasn't on my -- on my
8 -- on my schedule, like when I was captain. It happened before.

9 Q. Has it ever worked --

10 A. So I really can't answer.

11 Q. Has it ever functioned when you've been on board?

12 A. Not as captain.

13 Q. Okay. How did it break? Or how did it get damaged?

14 A. I mean, since -- since -- I really don't remember. We have
15 paperwork, but I cannot tell you like how it got damaged.

16 Q. Okay.

17 A. I remember one time, not being captain, as chief mate, we
18 tried to check it out and we try like to see if we could do
19 something, it was last year, we put -- like when we were alongside
20 in St. Thomas, not in St. Thomas, in San Juan, we put it in the
21 water, like we shake it, but it was like a hell of a -- to bring
22 it back because we couldn't -- we got to hit it with a
23 sledgehammer and everything to be in order to --

24 Q. Um-hum.

25 A. -- put it back, so it was like --

1 Q. Okay.

2 A. So we opened a damage report on it.

3 Q. But could you pull it out? Did you ever think about using
4 it?

5 A. No, I didn't. Because if you would use it, then how like to
6 control it, like we cannot like give slack or take it back.

7 Q. Okay.

8 A. And with that weather, like to bring it here, like to -- what
9 did you say?

10 Q. Yeah, alignment.

11 A. To like go back against the gear, with that weather, I mean,
12 I really not even think about it because, in my mind, what
13 happened, okay, you cannot retrieve it, you cannot put it back,
14 why? And so I try just to move --

15 Q. Right.

16 A. -- and go west, that's -- that's what I thought. It wouldn't
17 been like worse if we drop the anchor and then we can pull back or
18 -- with that weather.

19 MR. BARNUM: Okay. Okay. All right. That's all the
20 questions I have for you, sir. Lieutenant, do you have any --
21 anything else before I close it off?

22 LT [REDACTED] No. No, sir. No, I'm good to go right now.

23 MR. BARNUM: All right, it's 15:30, I'm going to stop the
24 recording.

25 (Whereupon, at 3:30 p.m., the interview concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: ENGINE ROOM FLOODING AND SUBSEQUENT
 SINKING OF *OSV BONNIE G*
 NEAR ST. THOMAS IN THE U.S.
 VIRGIN ISLANDS ON OCTOBER 4, 2023
 Interview of Gaspar Mosquera

ACCIDENT NO.: DCA24FM001

PLACE: via videoconference

DATE: October 5, 2023

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Karen D. Martini
Transcriber